

REPUBLIC OF TRINIDAD AND TOBAGO

THE CIVIL AVIATION ACT, 2001

REGULATIONS

MADE BY THE AUTHORITY WITH THE APPROVAL OF THE MINISTER
UNDER SECTION 33 OF THE CIVIL AVIATION ACT

THE CIVIL AVIATION [(NO. 7) INSTRUMENTS AND
EQUIPMENT] REGULATIONS, 2008

1. These Regulations may be cited as the Civil Aviation [(No. 7) Instruments and Equipment] Regulations, 2004.

Citation

2. (1) In these Regulations—

Interpretation

“Act” means the Civil Aviation Act, 2001;

No. 11 of 2001

“air operator” means any person, organization or enterprise which undertake to engage in domestic commercial air transport or international commercial air transport, whether directly or indirectly or by a lease or any other arrangement;

“Automatic Emergency Locator Transmitter” means an Emergency Locator Transmitter, attached to the aircraft, which is automatically deployed and activated by impact, and in some cases, also by hydrostatic sensors;

“class C cargo compartment” means a cargo compartment on an aircraft in which—

- (a) the presence of fire would not be easily discovered nor is the compartment accessible by the flight crew;
- (b) there is a separate approved fire detector or fire detector system to give warning in the cockpit;
- (c) there is an approved built-in fire extinguishing or suppression system to give warning in the cockpit;
- (d) there are means to exclude hazardous quantities of smoke, flames or extinguishing agent from any compartment occupied by crew or passengers; and
- (e) there are means to control ventilation and drafts within the compartment so that extinguishing agent used can control any fire that may start within the compartment;

“class E cargo compartment” means a cargo compartment on an aircraft, in which—

- (a) there is a separate approved fire detector system to give warning in the cockpit;
- (b) there are means to shut off ventilation airflow to or within the cargo compartment, and the controls for these means are accessible to the flight crew in the cockpit;
- (c) there are means to exclude hazardous quantities of smoke, flames or noxious gasses from the cockpit; and
- (d) the required crew emergency exits are accessible under any cargo loading condition;

“cosmic radiation” means the total ionizing and neutron radiation of galactic and cosmic origin;

“data link communication” means all data link communications including but not limited to automatic dependent surveillance, controller-pilot data link communication, data link flight information services and aeronautical operational control messages;

“emergency exit” means—

- (a) a Type I exit in an aeroplane which is at floor level with a rectangular opening of not less than twenty-four inches wide by forty-eight inches high with corner radii not greater than eight inches;
- (b) a Type II exit in an aeroplane which is a rectangular opening of not less than twenty inches wide by forty-four inches high with corner radii not greater than seven inches located at floor level except over the wing in which case a step up inside the aeroplane of more than ten inches or a step down outside the aeroplane of more than seventeen inches shall not exist;
- (c) a Type III exit in an aeroplane which is a rectangular opening of not less than twenty inches wide by thirty-six inches high with corners radii not greater than seven inches and with a step up inside the aeroplane of not more than twenty inches and where located over the wing, the step down outside the aeroplane of not more than twenty-seven inches;

- (d) a Type IV exit in an aeroplane which is rectangular opening of not less than nineteen inches wide by twenty-six inches high with corner radii of not greater than six and three tenths inches located over the wing with a step up inside the aeroplane of not more than twenty-nine inches and a step down outside the areoplane of not more than thirty-six inches;
- (e) a Ventral exit in an aeroplane which is an exit from the passenger compartment through the pressure shell and the bottom fuselage skin of dimensions and physical configuration as the Type I exit; or
- (f) a Tailcone emergency exit in an aeroplane which is an exit from the passenger compartment through the pressure shell and through an openable cone of the fuselage aft of the pressure shell with simple and obvious single operation means of opening the tailcone;

“Emergency Locator Transmitter” means a generic term used to describe equipment which broadcast distinctive signals on designated frequencies;

“equipment” means an article, item, component, unit, product or part, including first-aid and survival equipment and commissary supplies being an integral part of an aircraft or required to be carried on board an aircraft for use during flight but does not include spare parts or stores;

“extended over-water operation” means—

- (a) an operation conducted a distance of more than 100 nautical miles from land which is suitable for making an emergency landing in a single-engine land plane or a twin-engine land plane which is incapable of continuing flight with one engine inoperative;
- (b) an operation conducted at a distance of more than 200 nautical miles from land which is suitable for making an emergency landing in a multi-engine land plane with the capability of continuing flight with one engine inoperative;

“instrument” means calibrated displays, gauges and signs used to present information in analog, digital or pictorial presentation to flight crew for use in the navigation and operations of an aircraft;

“liner” means all materials including any designed feature such as a joint or fastener, which would affect the capability of the liner to safely contain fire;

“long-range over-water flight” means a flight in which an aeroplane may be over water more than a distance corresponding to 120 minutes at cruising speed or 400 nautical miles, whichever is the lesser, away from land suitable for making an emergency landing operating under *en route* limitations of the Civil Aviation [(No. 2) Operations] Regulations, 2004;

“national air operator” means a person, organization or enterprise who has been issued an air operator certificate in accordance with the Civil Aviation [(No. 3) Air Operator Certification and Administration] Regulations, 2004;

“navigation equipment” means aircraft components consisting of radio equipment, computers, instruments and equipment used in the navigation of an aircraft;

“operator” means—

- (a) a person, organization or enterprise, engaged in or offering to engage in, aircraft operations, and any person who causes or authorizes the operation of aircraft, in the capacity as owner, lessee or otherwise, whether with or without the control of the aircraft; and
- (b) a person who or which is deemed to be engaged in the operation of aircraft within the meaning of the Act; and

“operations in performance Class 1” means a helicopter operations with performance such that, in the event of a critical power unit failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, unless the failure occurs prior to reaching the TDP or after passing the landing decision point LDP, in which cases the helicopter must be able to land within the rejected take-off or landing area;

“operations in performance Class 2” means a helicopter operations with performance such that, in the event of critical power unit failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, except when the failure occurs early during the take-off manoeuvre or late in the landing manoeuvre, in which cases a forced landing may be required;

“operations in performance Class 3” means a helicopter operations with performance such that, in the event of a power unit failure at any time during the flight, a forced landing will be required;

“required communication performance” means a statement of performance requirements for operational communication in support of specific air traffic management functions;

“RCP type” is a label that represents the values assigned to required Communication performance parameters for communication transaction time, continuity, availability and integrity;

“Survival Emergency Locator Transmitter” means an Emergency Locator Transmitter which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors;

“VHF Omni-range” means a radio navigation signal, operating in the frequency band of 108 to 116.99 Megahertz, emanating from a ground navigation base and which is transmitted in all directions.

(2) In these Regulations -

“LDP” means landing decision point;

“TDP” means take-off decision point;

“RCP means required communication performance.

General Applicability of these Regulations

3. These Regulations shall apply to all aircraft operating in Trinidad and Tobago in respect to the minimum requirements for such aircraft to have instrument and equipment of such aircraft.

General
applicability of
these regulations

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